

## GERMANS STILL BARRED FROM U. S. MANY WOULD COME

Only Fifty-two Germans Were Admitted in 1919, First Year Following War—Many Came in 1914.

WASHINGTON, Sept. 24.—Many Americans of German or Austrian descent throughout the United States are constantly inquiring of any source of information whether the time has yet arrived when their relatives and friends in those countries can come to America, and what restrictions are imposed upon such immigration.

Some are patiently waiting until all constraint is lifted when the United States and Germany shall have made peace. Others betray impatience because nearly two years have elapsed since the termination of hostilities and the ban has not yet been raised.

Those who appeal to the state department have been informed that citizens of Germany and Austria may obtain admittance to the United States only through circumstances of "compelling appeal" under regulations laid down by that department. They are told that wartime restrictions against alien entry still hold good inasmuch as German and Austrian consular agents abroad or to the state department must first secure for the applicant a temporary admission to this country. Under unusual circumstances the passport may be continued indefinitely until the aliens reach the United States.

German and Austrian citizens may obtain authorization to enter the United States must fall within the following classifications:

Business men who can prove conclusively that their visit will be of advantage to American business interests. In such cases letters of recommendation must accompany the application from an American firm establishing the necessity for the visit.

Aged parents of naturalized American citizens, when it is clearly proven that such parents are dependent upon their naturalized American children for their support.

American-born women who have married German or Austrian citizens.

Relatives of naturalized American citizens who can prove their dependency upon such citizens.

Service in the German army is held to preclude admission of any German citizen who might claim right of entrance under any of the foregoing circumstances.

Because of the absence from Germany and Austria of American diplomatic and consular officials pending the establishment of peace between the United States and those countries, German and Austrian citizens find it difficult to obtain an American visa for a passport. Those desiring to visit the United States must go through the country in which there are American diplomatic or consular representatives, or must communicate directly with the state department in Washington.

Only 52 Germans and 33 Austrians were admitted to this country in 1919, the first year following the war. In 1914 the total number of German immigrants to the United States was 25,724, and the total of Austrians was 275,152.

## WAGE-EARNING WOMEN TO MEET

WASHINGTON, Sept. 25. (By International News Service.)—Under the auspices of the National Women's Trade Union League, a Southern Interstate labor conference for women only, will be held here during the week of Nov. 15. It was announced today. More than a hundred city, central and state labor organizations have been invited to send women delegates. Representatives of Maryland, Virginia, West Virginia, North and South Carolina, Florida, Georgia, Alabama, Mississippi, Louisiana, Tennessee and Kentucky are requested by the committee.

The purpose of the conference are: To stimulate the organization of wage-earning women into unions affiliated with the American Federation of Labor; to enable working women, through collective bargaining and legislation, to secure better wages, shorter hours and better working conditions; to secure recognition of women's rights to equal work and equal opportunity with men in industry; to promote understanding among working women and among men through the women who are their fellow workers.

## TIRE VALVE CORE KEEPS BACK AIR

Motorists are often puzzled to know what keeps the air in the tire. A sensitive little mechanism commonly called the plunger and strong enough to hold back air pressures as high as 70 to 125 pounds to the square inch, functions here. This little valve which consists of a plunger about an inch long, a bit of spring and a washer, is responsible for the well-being of the tire.

It is located inside the valve stem, and seats against a tapered metal core. It should never be removed unless absolutely necessary. When it is taken out, it should not be replaced unless in perfect working order, according to Miller tire men.

When inflating a tire, the motorist sometimes accidentally bends the wire plunger, throwing the valve washer partly out of line. Sometimes it becomes corroded, sometimes dirty or misplaced. When thus handicapped, it can not perform properly its duties of keeping the air in the tire.

At the top of the valve stem is a small cap which assists the valve by protecting it against the dust, which would otherwise collect there. This cap offers also additional protection against air leakage, for it is fitted with a rubber washer which forms an air-tight seal over the stem.

But there is a third device which assists in keeping air in a tire. A lock of the wheel to which the spokes are anchored. This hexagonal nut acts as a seal to prevent dirt, water and other foreign substances from creeping past the tire into the inner tube and valve hose.

Contrary to the usual supposition, it does not prevent the rim or tire from slipping on the wheel.

These three parts are inexpensive, and if they are allowed to be worn out or out of order, they can easily be replaced at a trifling expense. Almost any dealer or garage man will be able to furnish them. Failure to have them examined may cost the motorist many dollars in tire underinflation, in rim cutting, in bruises and in blowouts.

## A WICK WILL CLEAN THOSE GREASY HANDS

That old round wick from the oil stove that burns waste, usually thrown away and laid flat, makes an excellent scrubber for greasy and grimy hands. If kept soaking in the cupboard in a glass of water, it will be ready to use whenever needed. It soon soaks dirty hands. The old wick will stand the hardest usage without wearing out and save the wife's dainty towels.—Motor Life.

## USE FAKE WHISKY LABELS FOR MOONSHINE

DETROIT, Sept. 25. (By International News Service.)—Hundred of thousands of counterfeit Canadian inland revenue stamps have been manufactured within the past three months by two rival gangs of moonshiners operating in the Canadian border cities, according to information turned over to Canadian government authorities by the United States agents.

A communication sent to Ottawa states that Detroit and Windsor, Walsworth, Ford and Sandwich, Ontario, are flooded with poisonous moonshine whiskey in bottles bearing the counterfeit Canadian inland revenue stamps and fake "Imperial," "Canadian Club," "Seagram's" and "Hiram Walker" labels.

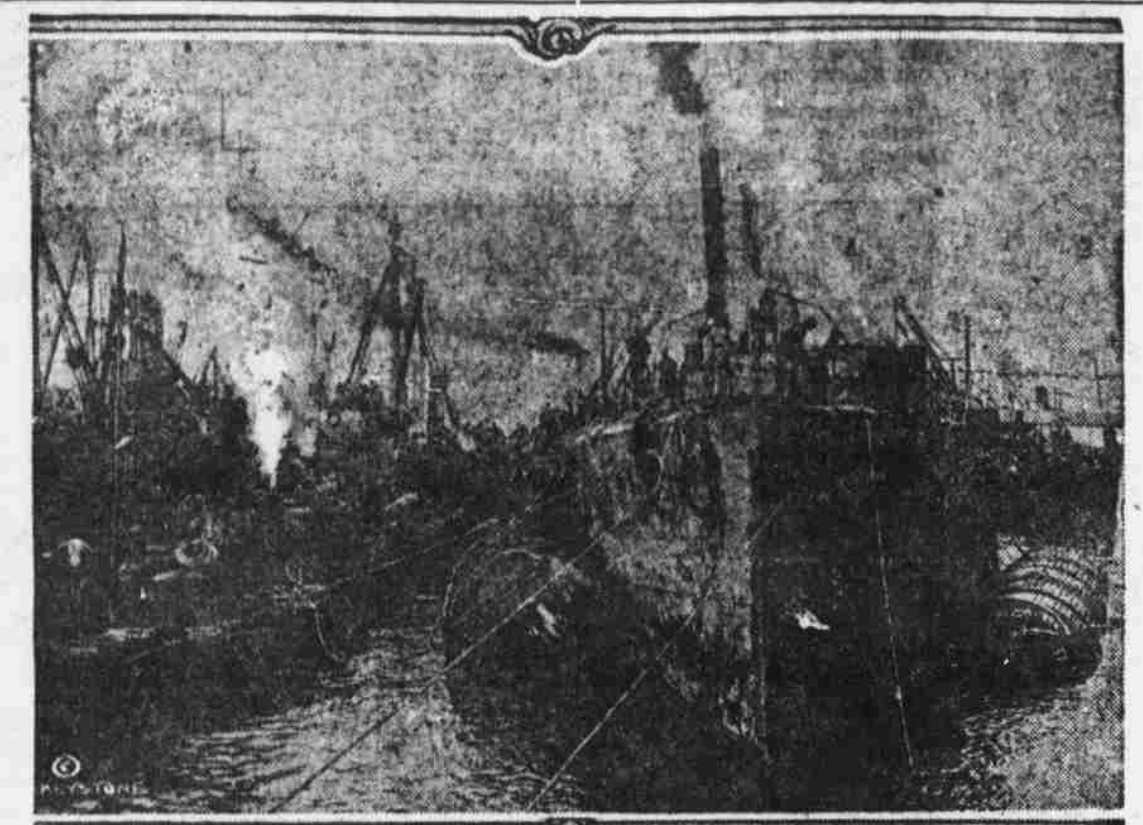
Efforts on the part of United States agents to round up members of the rival gangs have proven fruitless. It is said, because the men do not cross to the American side of the river.

Scores of complaints from the distilling companies manufacturing the brands of whiskey named in the communication have been received by Joseph A. Palma, chief of the Michigan district, United States secret service. Mr. Palma asserts that hundreds of counterfeit labels and Canadian revenue stamps have been taken to his office for inspection.

In a recent seizure by federal agents were 48 quarts of whiskey. One lot contained 24 quarts of "gin," while the others contained a like number in bottles bearing "Imperial" whiskey labels. When analyzed by a chemist both lots were found to be moonshine.

News that a Los Angeles garage man has a gold mine under the floor of his garage is, to us, threadbare un novelty. To our mind there is no safer place for the gasoline reservoir.—Motor Life.

## BRITISH RAISE OLD WARSHIP SUNK AT OSTEND TO BOTTLE UP U-BOATS



The Vindictive as it looks today in Ostend harbor.

The old warship Vindictive which the British sank at the mouth of Ostend harbor to bottle up German U-boats toward the end of the war has been raised. Recently it was moved further down the harbor where it ceases to be an impediment to navigation. The Vindictive will remain permanently at Ostend, where it is likely to become something of a shrine for English travelers.

## 10,000,000 CASINGS JUNKED THIS YEAR

Ten million casings to the grave yard of lost auto tire mileage for 1920 may be a significant figure. It is a conservative estimate that 50 per cent of the 40,000,000 tires manufactured this year, will be sufficiently worn to permit them to deliver half of the mileage built into them by the makers.

The motorist who is hoping for a price cut that he may buy tires for less than present levels, is overlooking this and other factors that determine cost. The law of supply and demand in good tires is operating against reductions, and toward higher prices. Manufacturing, overhead and distributing expenses have already been cut to the bone by new and improved machinery and methods.

"Before the war" prices already prevail among most standard makers. Prices are lower now than they were 10 years ago. And this does not take into account that tire mileage, with Miller company for instance, has more than doubled, and that this cost-per-mile basis is the only real way to determine mileage. If mileage were taken into account, actual cost per mile is less than half as much as 10 years ago.

With uncertain costs of labor and materials, it is by no means certain that present price levels can be long stabilized. Within the past year there has been only one general price change recorded among tire makers, and that was a slight advance. The rate increase.

Later every one of the 10 million casings prematurely junked must be replaced with a new tire. In tire production cut down temporarily, due to present conditions, the motorist will do well to buy against a possible shortage. He will certainly not get them cheaper, and it may be an advance.

## GET ACQUAINTED WITH YOUR CAR'S CONTROLS

A friend of ours recently acquired a new car. Everything went well until one day he complained that his car was running as if it should. He told us that it had lost all its "pep," and, whereas, it had been very lively when he first started to drive it, there was no longer any life in it. It was sluggish to the throttle, choked and seemed to be taking a long time to get going. The very little acquaintance. The gears had to be shifted on the slightest hill; the motor developed the habit of knocking.

Finally, after several disgusting trips with this depressing kind of operation, our friend took the car back to the service station and told them his troubles. He told them, too, that he guessed he'd sell it, since it didn't seem to have much power. The service men looked mystified and peeked under the hood, then glanced at the dash. "How long you been running it with this choker out?" asked one of them. Our friend looked sheepishly at the knob, and said that he didn't know he had been running it that way.

So they showed the knob down into its socket and with some mumbled words about people driving cars without knowing much about them, went back to their work on another car. Then the head service man, whose business it was to keep everybody happy, explained that this choker had a series of catches to hold it out in several positions. Our friend had pulled it all the way out when he started his car one morning, and thinking it would automatically go back to its normal position, he had let go of it and forgotten all about it. The consequence was that he had been running the engine with a choked carburetor for several days without realizing it.

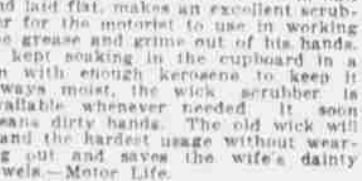
The moral of this is to always be sure you are thoroughly familiar with all the controls.—Motor Life.

The state of Massachusetts has appropriated \$15,000 to carry on an educational campaign to reduce the number of auto accidents. The money will be spent for advertisements in newspapers and magazines, erection of road signs, and the distribution of printed matter giving the principles of safe operation of motor vehicles and the maintenance of highways.—Goodrich.

## IMPORTANT THE EIGHT-TEEN TIRE COMPANY

Has Moved to 1065 Union Avenue, Near Somerville.

As We Are in the Hemlock District Call Hemlock 816.



Tire & Vulcanizing Company

## MOROCCO FAST DEVELOPS INTO MODERN NATION

PARIS, Sept. 25. (By International News Service.)—Two American Red Cross officers—Capt. Robert S. Doman, of Bay City, Mich., and Meri LaVoy, of Seattle, Wash.—who have returned to Paris after an official tour of Northern Africa, give some interesting figures to indicate that Morocco is rapidly gaining in economic importance. From a wide expanse of unproductive country, peopled largely by Arab tribes, in 1912, Morocco has developed in the past seven years into what promises to become a modern commercial and industrial nation, doing business on a large scale in all the markets of the world.

In 1912, when the French protectorate was set up in the North African principality, there were but seven miles of practicable roads in the entire country. At that time her total commerce amounted to less than 200,000 francs yearly, and her exports attained only a little over \$6,000,000 francs. Only 100,000 acres of land were under cultivation, and the live stock industry was so inconsiderable that no figures on its extent are available. Morocco's only practicable port, Casablanca, offered no modern shipping facilities and handled only 100,000 tons of traffic in 1912.

Today Morocco has nearly 2,000 miles of good roads. Her total commerce for the fiscal year of 1919 attained 575,000 francs. Exports reached 207,000,000 francs last year. As against 205,000 acres under cultivation in 1912, 4,600,000 acres were plowed and planted this year. Five million sheep and 1,400,000 head of cattle, representing a national asset of over a billion francs, now graze on the Moroccan pasture.

Casablanca, from a nomadic African seacoast town, has become a bustling port. It handles 1,200,000 tons of traffic annually. The port now offers large shipping facilities and handles nearly 350,000 tons of traffic yearly. From four to five million francs' worth of business is done in the city every day of the year. Three thousand persons, tourists and traders, land at Casablanca monthly.

A novice bought a motor car, the latest model make. The easiest and cheapest. The catalog displayed. The first trip out the man imbibed. A rasciferous drink. And now both car and owner are completely on the blink.—Motor Life.

Pennsylvania is engaged upon the greatest road building program ever undertaken by any one state.—Goodrich.

## LOVE SONG.

I'd steal the Kohinoor, love, To bind your necklace rare; I'd steal the sunset's gold, love, And twine it in your hair; To grace your queenly brow, love, I'd flitch the morning star; But darned if I'll agree, love, To let you drive my car! —Richard B. Bennett, in Motor Life Magazine.

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Permalife is to a motor car all that the name implies—the power behind the starter, lights and horn, instantaneous, dependable, constant. A battery that is guaranteed for 20 months.

## Superior Motor Co.

Monroe at Wellington. Phone Main 1705.



WINTON

The name WINTON has always borne the same relationship to the automotive industry that STERLING has to silver. Designed especially for those exacting men and women who know all that a good car can give them, and still want a car of higher quality and increased enjoyment.

## Chickasaw Motor Car Company

645 Marshall Avenue

Phones Main 2677-4460.

You'll say when you see the new Four-Passenger Sport Car, that Winton again has stepped out ahead of the field.



## AVOID ALL ABUSE OF AUTO BEARINGS

A prominent bearing manufacturer calls attention to the fact that the use of impure oil, and carelessness in washing the running gear and other parts of automobiles are things which have a very detrimental effect upon the bearings, which do not get half the attention they deserve, anyway.

Many cases of failure of wheel bearings have been directly attributed to rust caused by the indiscriminate application of a stream of water at 40 to 50 lbs. pressure per square inch to the parts of the car in which they are mounted.

Water, or corrosive substances in the grease or oil have virtually the same effect, viz., etching of the finely finished surfaces of balls and races on which the capacity and frictionless qualities of a ball bearing are so dependent.

Any hard foreign substance, such as grit, metal chips, etc., will render a perfect bearing useless in a short time. There is no room between the balls and races for any hard substance, and should any work in, either the bearing will lock, turn out the shaft, or in the housing, or it will force the cups out in the softer shell and thereby loosen the careful adjustment, rendering the bearing loose, noisy and less efficient.

There are thousands of other ways in which ball bearings may be misused—in storage, mounting, and later, lack of proper maintenance—but if one will use the average amount of care and good plain common sense, he will find that he will be rewarded many times over for what little pains have been taken.—Motor Life.

## KAR KIDDIES.

Bobby's dog was limping along on three feet.

"Look, daddy! Tige's not hitting on all his cylinders."

"Why, Teddy! How did you catch that chicken?"

"Oh, I des runned him and runned him till his gas give out."

Small Helen objected to having her throat sprayed: "I wouldn't mind so much if you would let me honk it in myself. She loves to provide at the horn."

"Tommy, can you spell?"

"Sure! I can even spell the words of four cylinders!"

"My goodness, Carrie!" said Tommy, after a rough-and-tumble romp, "guess we'd better stop and let you cool off your motor."

"Look, mother," failed Ned, pointing to a hole in his stocking: "I've had a blow out!"—Motor Life.



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You are invited to call at our exhibit, Tri-State Fair, Implement Row, and inspect our line of Motor Trucks. We will show Model "H," 3/4-Ton, Model "K," 1 1/2-Ton, Model "L," 3 1/2-Ton.

We will also show a full line, nine models, of Motor Trucks at our New Sales and Service Station, 281-285 Jefferson Avenue, where we are equipped to render "SERVICE" in Every Detail.

International Motor Trucks are seen running every day. That is our business, "To Keep Them Going." Phone Main 3745—ask for Mr. A. M. Savage, Manager. "Glad to give you a demonstration."

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WINTON

The name WINTON has always borne the same relationship to the automotive industry that STERLING has to silver. Designed especially for those exacting men and women who know all that a good car can give them, and still want a car of higher quality and increased enjoyment.

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